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RINCON HILL PLAN

A RESIDENTIAL/MIXED USE NEIGHBORHOOD NEAR DOWNTOWN

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A PROPOSAL FOR CITIZEN REVIEW

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

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TABLE OF CONTENTS

	<u>PAGE</u>
List of Maps and Figures	ii
I. OVERVIEW	1
Reasons for Creation of the Rincon Hill Plan	1
Summary of the Plan	3
Implementation of the Plan	4
II. RINCON HILL: PAST & PRESENT	5
Rincon Hill History	5
Rincon Hill Today	10
III. OBJECTIVES & POLICIES FOR NEW DEVELOPMENT & CONSERVATION	14
Land Use	14
Housing	16
Urban Design	18
Recreation and Open Space	23
Circulation	25
Preservation	31
IV. PROPOSED IMPLEMENTING ORDINANCE	38
Acknowledgements	48

LIST OF MAPS AND FIGURES

	<u>PAGE</u>
<u>MAP 1:</u> Vicinity Map	1
<u>MAP 2:</u> Assessor's Block and Lot Numbers	9
<u>MAP 3:</u> Existing Zoning Districts	10
<u>MAP 4:</u> Existing Height and Bulk Districts	11
<u>MAP 5:</u> Existing Land Use Map	13
<u>MAP 6:</u> Land Use Plan	15
<u>MAP 7:</u> As-of-Right Height Limits	21
<u>MAP 8:</u> Maximum Height Limits	22
<u>MAP 9:</u> Publicly Accessible Open Space Opportunities	24
<u>MAP 10:</u> Pedestrian Street Location	27
<u>MAP 11:</u> Location Map for Specific Preservation	34
<u>FIGURE 1:</u> View Up Second Street, 1868	7
<u>FIGURE 2:</u> View Up Second Street, 1872	8
<u>FIGURE 3:</u> Proposed Street Treatment	26
<u>FIGURE 4:</u> Pedestrian Street	28
<u>FIGURE 5:</u> Row House Design	29
<u>FIGURE 6:</u> Rooftop Open Space over Intercept Commuter Parking	30
<u>FIGURE 7:</u> Illustrative Section	46-47

I. OVERVIEW

REASONS FOR CREATION OF THE RINCON HILL PLAN

In April 1981, the Mayor introduced "A Six-Point Program for Expanding Housing in San Francisco." In her program, the Mayor recommended rezoning certain areas near the downtown to encourage housing development. One of those areas was Rincon Hill. In 1981, the San Francisco Department of City Planning and the University of California Department of Architecture prepared a plan to create affordable housing within a desirable residential environment. In November 1981 the Planning Commission approved the Plan in principle. This plan now has been further detailed by the Planning Department into a proposal for citizen review.

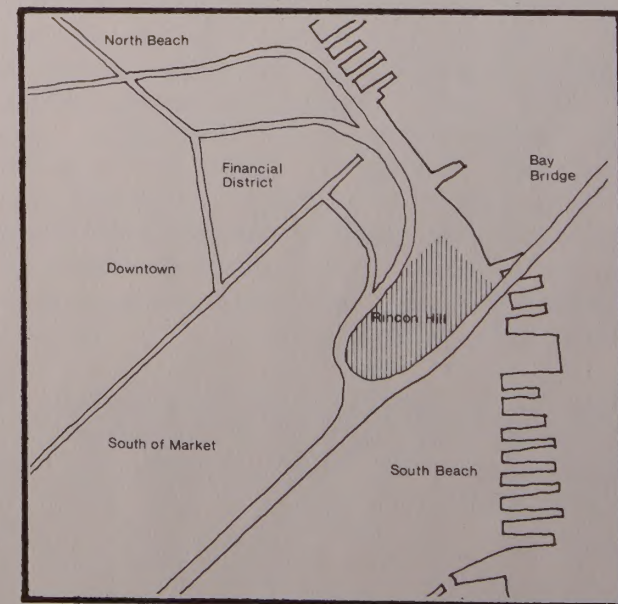
This is a Plan for the emergence of a new mixed-use neighborhood on Rincon Hill, a twelve-block area close to downtown. This area is highly visible because it is framed by the Bay Bridge and the ramps leading to the Embarcadero Freeway.

The need for new housing in San Francisco is great. Rincon Hill is a high priority housing site for the following reasons:

- 1) It is a large area and one in which some highrise buildings would be appropriate. A large number of housing units could be accommodated here. Few locations in the city represent such a major opportunity.
- 2) The land is presently underutilized. Thus, introduction of major new housing development will not cause disruptive dislocations or harm the physical quality of

an existing neighborhood. Accordingly, opposition to new development is significantly less here than elsewhere in the city.

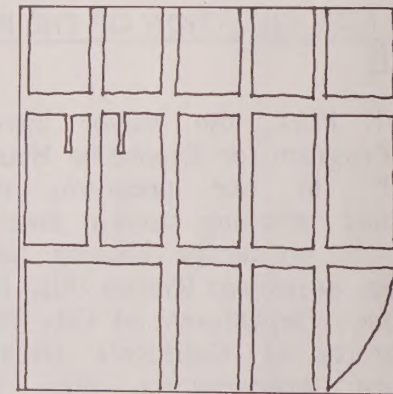
- 3) Rincon Hill is a five minute walk from the financial district. It has easy access to public transit and will benefit from the Rincon Point-South Beach redevelopment project on the southeastern waterfront, particularly the construction of the Waterfront Promenade along the Embarcadero.
- 4) Highrise and midrise buildings on Rincon Hill can enjoy some of the best vistas in the city -- of downtown, the Bay, and particularly, of the Bay Bridge which looms dramatically over the area. Capturing these potential views is an important element of the Plan.



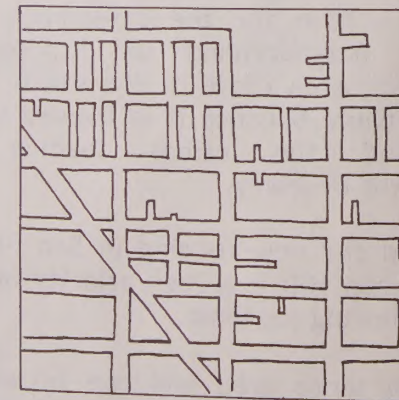
MAP 1: VICINITY MAP

Before such new development can occur, however, several distinctly negative features of the Rincon Hill site must be addressed. The Rincon Hill Plan sets forth a process by which presently underutilized industrial land now devoid of all the intimate qualities of neighborhood life, can be transformed into a desirable new place to live in San Francisco.

The existing industrial character of Rincon Hill is reinforced by the geometry of its street grid. When compared to the complex pattern of streets in North Beach, Rincon Hill's streets are quite wide. Creation of a more residentially scaled street pattern on Rincon Hill is a major intent of this Plan.



RINCON HILL GRID



NORTH BEACH GRID

SUMMARY OF THE PLAN

The Rincon Hill Plan incorporates a strategy through which public policy can induce private capital to transform an unattractive and underutilized environment into an urbane, new residential neighborhood. This is a Plan to be acted upon by the infusion of private capital without public acquisition of land. Public investments in the form of adjacent residential and waterfront amenities as part of the South Beach-Rincon Point redevelopment project and potential construction of intercept parking facilities as part of the I-280 reprogramming of highway funding will provide an added stimulus.

The Plan calls for a balanced system of incentives and controls to induce collective action by individual developers to overcome the obstacles to development presented by the existing conditions. The proposed Mixed-Use District calls for a mutually supportive mix of uses and will encourage private developers to remake important parts of the public infrastructure of the Hill.

As it now stands, Rincon Hill will neither attract nor support housing development. The streets are unattractively wide and barren. There are no places to eat and drink or to shop or walk. Housing will need services, and these services will need both daytime and nighttime patronage.

Therefore, the area is to be zoned for mixed development -- offices, recreation, service retail, and housing. Some new office construction is permitted in the district for two reasons -- first, to help provide daytime support for the services and stores which new housing will require; and secondly, to provide a buffer between the Bridge and the

freeways, and the new housing sites. Office buildings will be relatively low in height to prevent the blocking of views, but will contain large floors appropriate to "back office" uses.

This modest office component of the Plan will help to trigger the growth of housing. There is a demand for office space of this type. These new buildings can help to underwrite the street and sidewalk improvements which are necessary to make Rincon Hill a desirable place to live.

The Plan also calls for some important changes to the street pattern. Main, Beale and Spear Streets are proposed to be reduced in width to establish a more residential scale in the area. The Plan also provides for the creation of an interior circulation and open space system to enhance residential character, and link the top of the hill to the Bay.

IMPLEMENTATION OF THE PLAN

The Rincon Hill Plan is to be implemented through an area plan, to be made a part of the City's Master Plan, and a series of provisions which together constitute the structure of a new Rincon Hill Mixed Use District, to be made part of the Planning Code.

These new provisions take five forms:

- 1) Use Controls: New land use classifications and map for the district.
- 2) Height and Bulk Controls: A new height map and new bulk controls which address the placement and form of residential midrise and highrise buildings in the area.
- 3) Street Improvements: A variety of measures to improve the quality of the streets on Rincon Hill.
- 4) Open Space: Requirements for creation of both public and private open space; specific improvements such as pedestrian streets and widened sidewalks assist in satisfying the requirements for publicly accessible open space. Private open space is intended to be available to residents of a housing complex either as part of their individual residential unit or as common area within the complex.
- 5) Specific Setback Requirements: Setback controls for street and pedestrian street frontages will help create a residential streetscape.



II. RINCON HILL: PAST AND PRESENT

RINCON HILL HISTORY

European settlement of San Francisco first occurred in 1769. By the mid 1830s, areas of habitation included the Presidio, Mission and the pueblo of Yerba Buena at Yerba Buena Cove. The first expansion of San Francisco southward into Rincon Hill did not take place until the American Occupation in 1846. A further impetus was the Gold Rush in 1849. Prior to 1846, hunting and picnicking were the main activities on the Hill. With the advent of the American Occupation, however, Rincon Hill became the location of a government military reserve with a battery of 32 lb. cannons.

The influx of gold seekers of 1849 brought forth the development of much of Rincon Hill and the surrounding waterfront. During the mid 1800s Rincon Hill roughly included the area between present day Third, Spear, Folsom and Bryant Streets. The shoreline before 1850 is estimated to have been 300 feet to the east of Rincon Hill. Construction in the area occurred concurrently with the filling of the tide shores beginning in the 1850s and continuing for 30 years.

Due to its sunny climate, views and topography, during the 1850s and 1860s Rincon Hill was particularly attractive as a residential area for the merchant and professional class. Mansions, carriage houses and stables dominated Rincon Hill. Rincon Hill was considered quite fashionable. Families of sea captains and shipping merchants as well as foreign nobility lived on the Hill. The area was said to have had a similar feeling and flavor as such eastern seaboard villages as Nantucket and Martha's Vineyard.

At the same time housing was being constructed, the maritime industry was also developing along the area's waterfront, resulting in the construction of wharves, commercial rows, seafarers services, retail centers and industrial development on and around the Hill.

One of the buildings noted as significant of that time was the Sailor's Home, a very early landmark of the area. This building was located on the tip of old Rincon Point between Spear and Main facing Harrison and the Bay. It was built in 1852, first serving San Francisco as the United States Marine Hospital, then as a seamen's home, and finally as a home for the poor. In the 1870s it was a place for the "indigent or sick", and as the turn of the century passed, Captain Jack Shickell recalled, "The old Sailor's Home stood on Rincon Hill, but was run by the City and no longer for the exclusive use of seamen." The 1919 Sanborn Maps indicate that the former Sailor's Home successively became a Cooperative Employment Bureau, a woodyard, and again a home for the poor. Today, Block 3745 is shared by Golden Gate Transit and an empty federal office building.

In 1869, to provide better access to the wharves and industries along Mission Bay, a major street reconstruction, the Second Street Cut, was undertaken by the city. This public works project literally divided Rincon Hill and created raw edges which led to the eclipse of Rincon Hill as a fashionable site for the homes of San Francisco's middle and upper classes. The final blow to Rincon Hill as a residential neighborhood, however, was not to come until the tumult of April 18, 1906.

The 1906 San Francisco earthquake and fire leveled the neighborhood. As the city was reconstructed, new building methods and cable cars enabled people to live in the hills above Market Street and in other parts of the city. After 1906, Rincon Hill was slow to rebuild. The only people who made their homes in Rincon Hill immediately after the earthquake were workers and seamen. Their self-built shacks made of refuse lumber, packing boxes and sheet iron dotted the slopes of Rincon Hill. Authorities debated for years whether the rest of the Hill should be leveled to provide for better access to the docks, warehouses, and industrial sites.

When the San Francisco-Oakland Bay Bridge was completed in 1936, the squatter shacks disappeared. The South of Market area (including Rincon Hill) became an important regional distributing center. Many wholesalers and warehousemen took advantage of its location which was close to the port, the rail network and the central district of the Bay Region's largest city and next to a bridge connection with the growing East Bay area.

South of Market (including Rincon Hill) grew in importance as a distribution center until after World War II, when shipping modes went from truck to rail. Break-bulk operations became less important as cargoes were containerized. Competition from Oakland and other ports further reduced San Francisco's ship trade. As transportation-related activities left, vacancies were filled by warehouses, storage, distributors, government services and other uses not as dependent on the port.



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FIGURE 1: VIEW UP SECOND STREET, 1868

Figure 1 is a photographic panorama taken from Second and Market in 1868, prior to construction of the Second Street cut. In 1868, Second Street was cobbled between Market and Howard, planked between Howard and Folsom and unimproved beyond Folsom Street. Wheel ruts on the portion of Second between Folsom and Harrison attest to the steep grade of Rincon Hill. Elegant mansions flank the sides of 100 foot high Rincon Hill. Second Street shops catered to the elite San Franciscans on Rincon Hill.

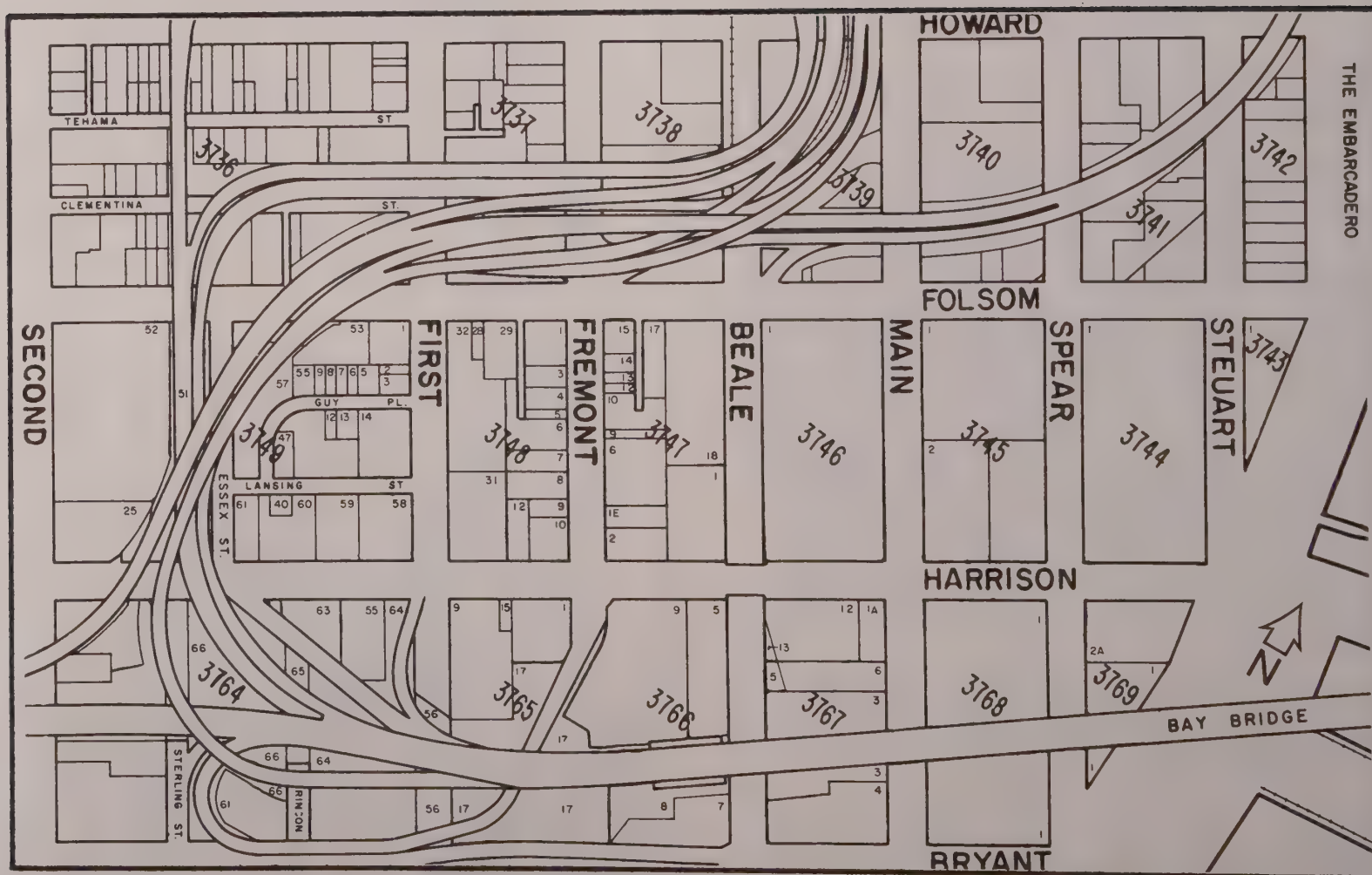
Folsom Street (beginning at the boundary of the planked and dirt sections of Second Street) east to First Street (off the photograph, at left), discernible only by rooflines, was probably also a middle to upper class residential neighborhood.



COURTESY, SAN FRANCISCO PUBLIC LIBRARY

FIGURE 2: VIEW UP SECOND STREET, 1872

Figure 2 is an 1872 photograph taken from Second and Market, from nearly the same position as Figure 1. Figure 2 shows the results of the Second Street cut (1869), which separated Rincon Hill into two sections, leaving a 50 to 75 foot deep chasm, and necessitating the construction of the Harrison Street Bridge. At least one wealthy resident lost his house into this unsightly hole. Many others relocated their residences to Nob Hill and other areas of greater respectability. Gradually, a number of the deserted mansions were converted into apartments for the working people who desired housing close to the growing industrial quarter south of Market Street.



MAP 2: ASSESSOR'S BLOCK & LOT NUMBERS

RINCON HILL LAND USE TODAY

Rincon Hill contains approximately 55 acres of land. The area is subdivided into over 70 parcels, which are both publicly and privately-owned.

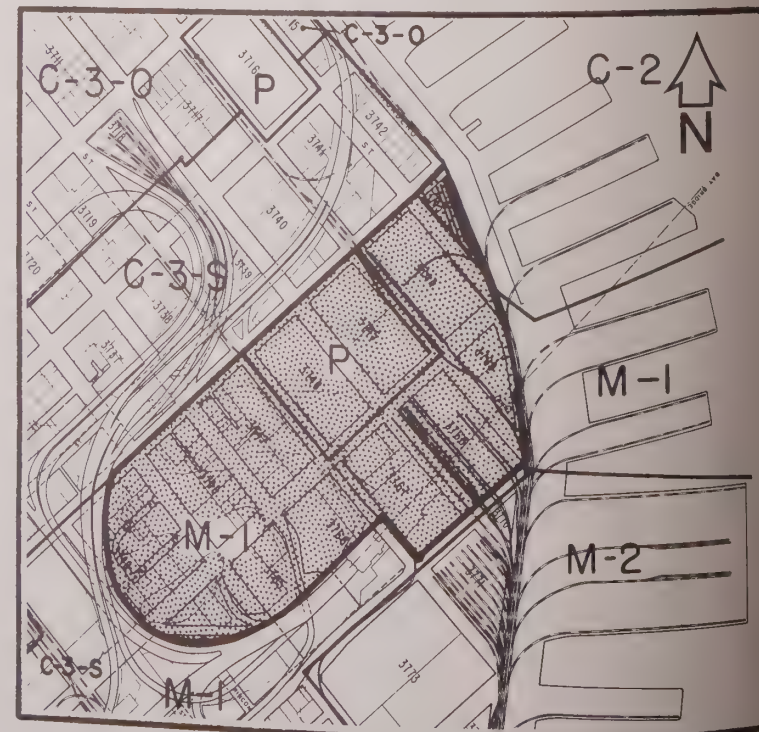
Industrial buildings and surfaced parking areas predominate. The brickfaced Hills Brothers Coffee building, whose coffee processing functions are being relocated, dominates the lower portion of the Hill. Rising westward up the hill, between Folsom and Harrison are some state and federal office/warehouse facilities, a formerly federally-owned office warehouse, and a number of paved spaces.

As the hill crests, there are several buildings operated exclusively for seamen, a living remnant of the Hill's history. These include two unions, a union hiring hall, a health and welfare fund office, an outpatient medical clinic and a residence and dining hall providing temporary shelter for seamen. Interspersed are manufacturing, parking, and other office uses. Between First and Essex Streets the area is divided by two smaller streets, Guy Place and Lansing Street. This area contains residences along Guy Place, and a variety of seafaring-related and office uses.

The blocks to the south of Harrison, nesting under the Bay Bridge, contain a mixture of parking, commercial industrial uses, and vacant lots.

EXISTING ZONING USE DISTRICTS

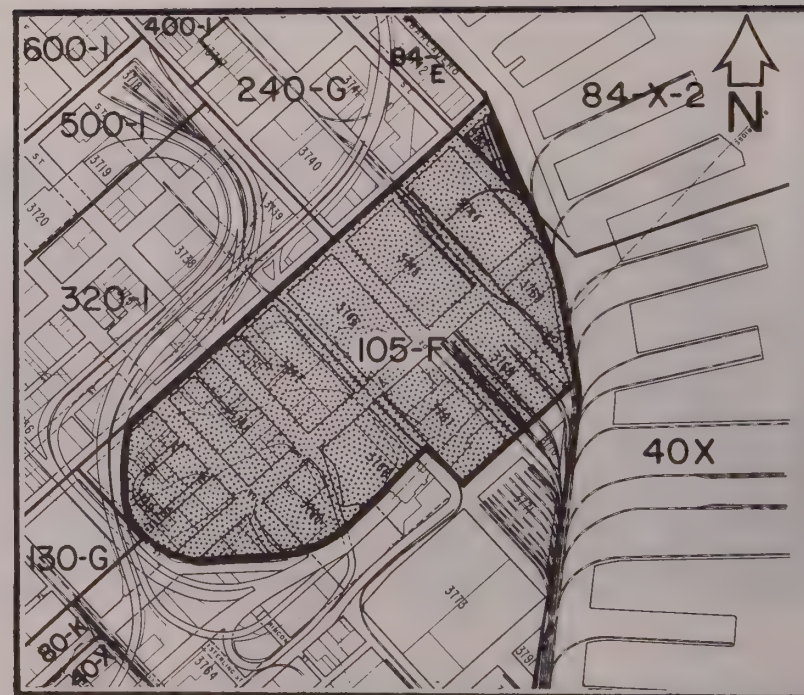
Except for two blocks zoned P (Public) and in state and federal ownership, Rincon Hill is currently classified by the City Planning Code as an M-1 (Light Industrial) District. Uses permitted include residential as a conditional use, professional and business offices, retail business and personal service establishments, entertainment and assembly, home and business services, automotive sales and services, repair garages, parking lots, wholesaling, storage, and light manufacturing as principal uses. These uses are permitted in this district with a basic Floor Area Ratio (FAR) of 5.0 to 1.



MAP 3: EXISTING ZONING DISTRICTS

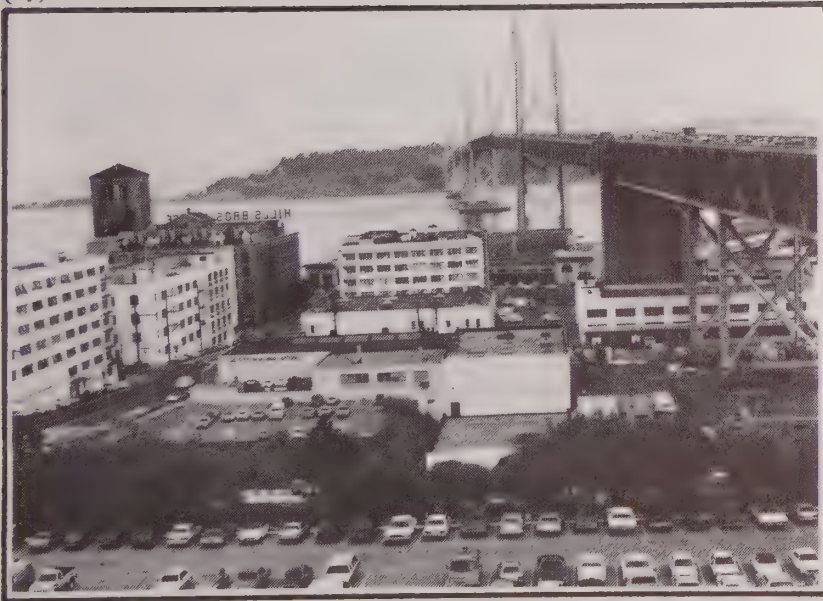
EXISTING HEIGHT & BULK DISTRICTS

Rincon Hill is in the 105-F Height and Bulk District in which the maximum permitted building height is 105 feet. Above a height of 80 feet, the maximum permitted building length is 110 feet, and the maximum permitted diagonal dimension is 140 feet.



MAP 4: EXISTING HEIGHT & BULK DISTRICTS

(1)



RINCON HILL LAND USES:

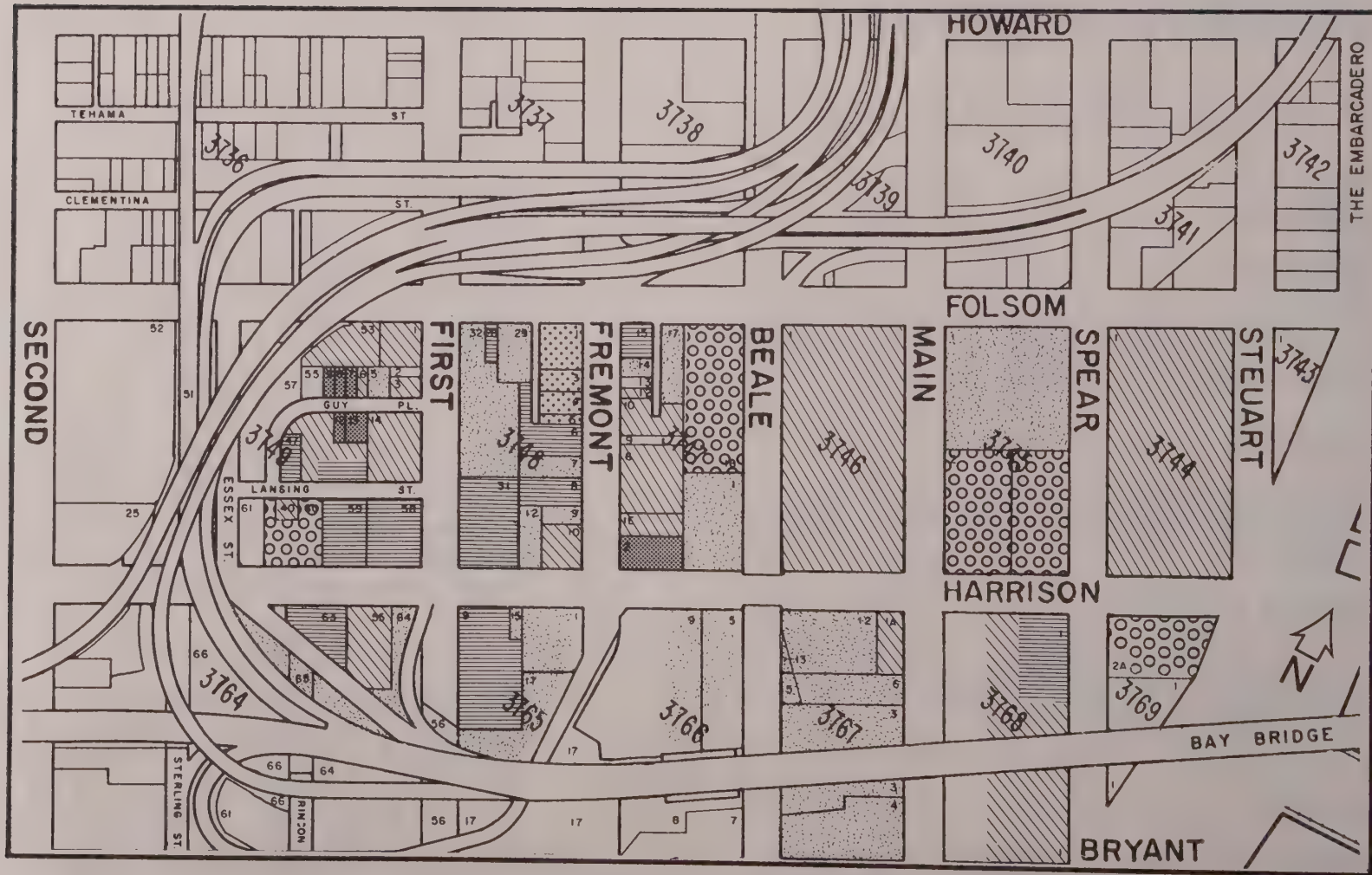
- 1) BUSINESSES AROUND BAY BRIDGE
- 2) RESIDENCES ON GUY PLACE
- 3) SAILOR'S UNION OF THE PACIFIC

(2)



(3)





MAP 5: EXISTING LAND USE MAP

LEGEND:

	VACANT BUILDING		COMMERCIAL
	UTILITIES		RESIDENTIAL
	INDUSTRIAL		PARKING
			VACANT LOT

III. OBJECTIVES AND POLICIES FOR NEW DEVELOPMENT AND CONSERVATION

The following objectives and policies will apply to all future development in Rincon Hill.

LAND USE

Objective 1:

- o To create a unique residential neighborhood close to downtown which will contribute significantly to the city's housing supply.

Objective 2:

- o To create space for additional uses which will provide needed services for the resident population.

Objective 3

- o To allow existing industrial, service and office uses to remain and create new such uses in designated locations.

Policies:

Rincon Hill should be divided into three subareas: residential highrise, residential midrise and commercial/industrial. The subarea boundaries are shown on Map 6.

Residential Highrise

A limited area at the top of the hill should be designated for development of up to four tall residential buildings. Various bulk and set back rules should be applied to prevent the buildings from becoming too massive and

overwhelming the area. Service retail uses at some locations and low-rise row housing along a pedestrian street running southwest to northeast from the top of the hill to the Bay should be provided. A limited amount of office use (one square foot for every 6 square feet of residential space) should also be permitted at the base of the residential structures to screen the parking and create daytime activity in the area. New development should be required to provide some open space available to the general public.

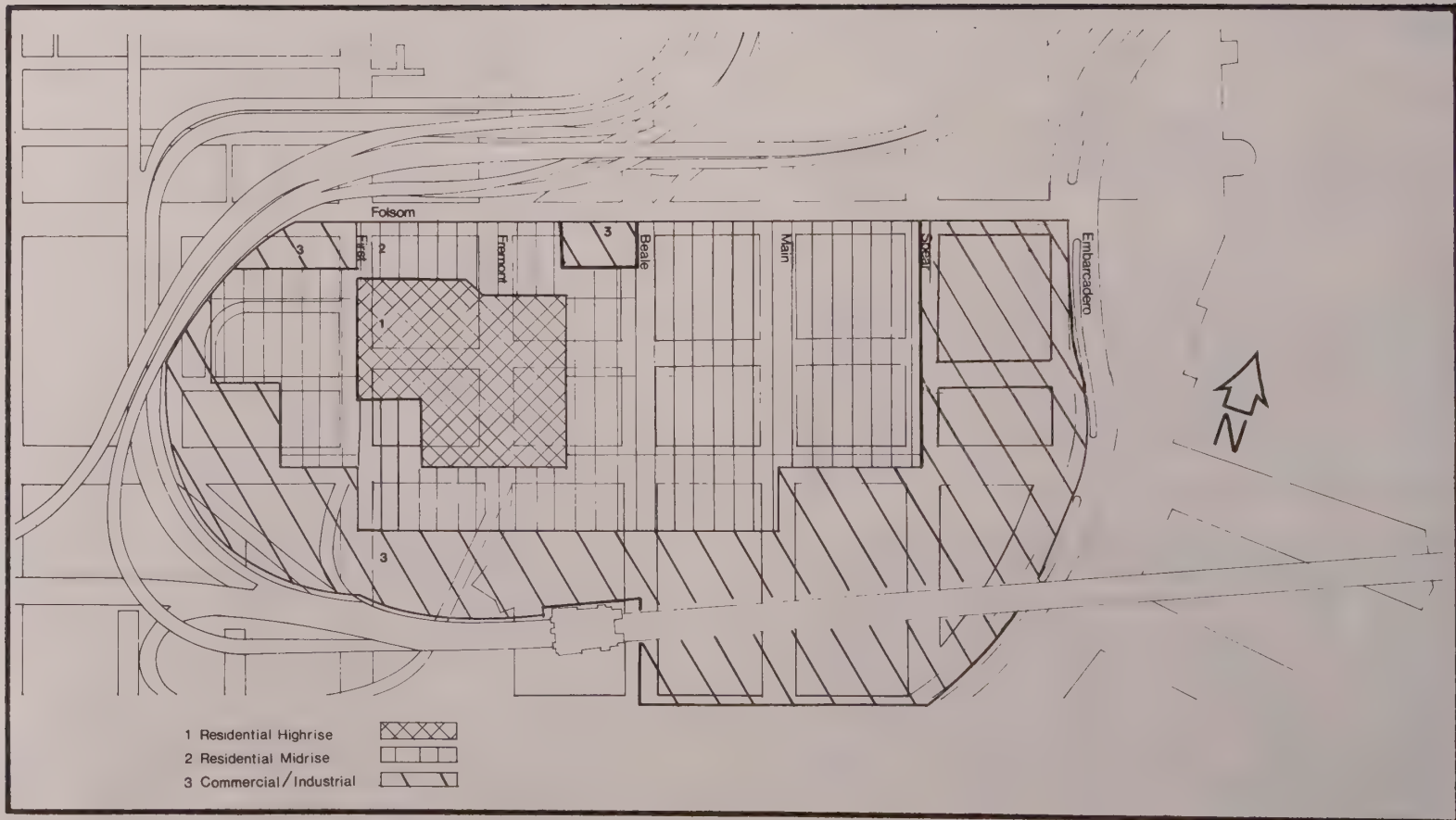
Residential Midrise

The area generally east and west of the high use district should be developed predominantly with midrise residential structures. The controls should be the same as those for the residential highrise area except that the heights would be significantly lower.

Commercial/Industrial

This designation should apply to the properties which roughly encircle the residential areas. (See map.) Controls should be essentially those of the existing light industrial (M-1) use district with some lowering of density allowances and parking requirements and imposition of open space requirements.

This area includes a number of older structures which should be retained and adaptively reused. Height, bulk and FAR requirements should be set to encourage infill with new buildings of modest height with large floor areas and simple shapes. Intercept commuter parking facilities could be developed on several sites in this subarea.



MAP 6: LAND USE PLAN

HOUSING

Objective 1:

- o To provide quality housing in a pleasant environment that has adequate access to light, air and open space.

Policies:

Creation of the amenities of a pleasant housing environment should be the central feature of new development in the area. The open space plan, the pedestrian street, and the various controls on building form proposed in the plan are intended to provide an attractive neighborhood ambience.

One existing environmental characteristic -- noise -- requires special attention. Portions of Rincon Hill are quite noisy. Sound levels near the Bridge and freeways exceed State and City land use compatibility standards for housing. These regulatory standards are based on average noise exposure in a 24-hour period. In such a setting, occasional noises such as trucks ascending on-ramps at night, become even more irritating.

To address the problem of high noise levels, noise reduction measures for individual buildings should be established and evaluated through the environmental evaluation process.

There are a variety of ways in which the sound coming from the Bridge and freeways can be mitigated for dwellings. Noise control for interior spaces can be provided through sound-rated windows. Other sound attenuation measures such as deep balconies and solid

balcony rails will also be necessary. Bedrooms or whole units can be insulated from noise by solarium which provide not only sound insulation but also usable garden space, and on the south, solar heating. To encourage their use, the Plan permits solarium to be counted as required private, usable open space.

Noise control for open spaces can be provided by using buildings as barriers to obstruct the noise. The land use plan for the district encourages the residential areas of development to be located away from the Bay Bridge and freeways. A buffer of commercial and light industrial use between the proposed residential areas and the principal sources of noise would permit street life in the residential environment to flourish with minimal disruption from the noisy roadways encircling Rincon Hill.

Objective 2:

- o To provide housing at affordable prices.

Policies:

The allowable development envelope should accommodate a large number of units. Maximum design flexibility for unit size should be allowed, permitting the creation of small, compact units as a means of lowering unit cost.

Developments should combine higher density and smaller unit size with the use of various housing finance programs in order to lower unit costs and to make housing more affordable. The amount of affordable housing to be provided should depend on the characteristics of the development and the interest rates and construction costs prevailing at the time of development and should not be so great as to jeopardize overall project feasibility.

As a means of enabling the provision of more affordable housing, projects should be allowed extra residential development above the base height limit. Projects that obtain that extra square footage would be required to meet an affordable housing requirement. The requirement is based on the principle that all land cost should be assigned to the development within the "as of right" height and the extra amount of development should not carry any land cost. This land cost "savings" would be aggregated and used as a kind of subsidy to be used to fill the affordability gap (the difference between the sales or rental price of units and the price of units affordable to low or moderate income households) in a manner to be approved by the City Planning Commission.

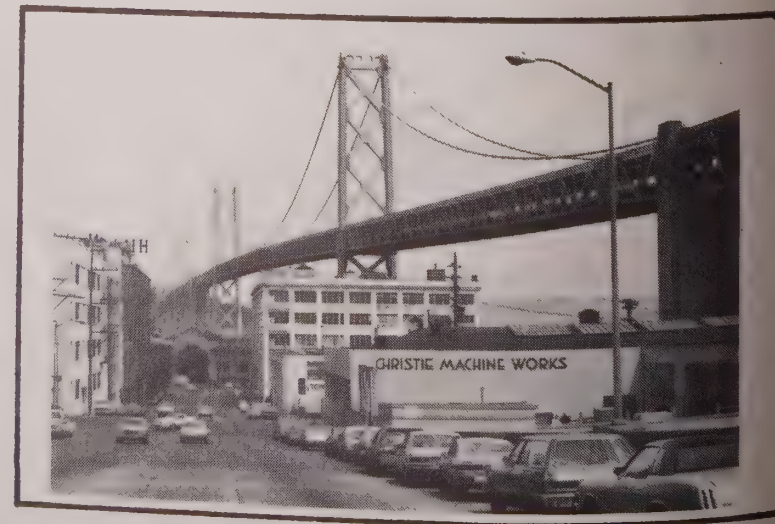
The land cost "savings", which is the affordable housing subsidy, will be determined in the following manner:

$$\begin{array}{r} \text{Appraised value} \\ \text{of site} \\ \div \\ \text{gross square footage} \\ \text{of development within} \\ \text{"as of right" height} \\ \times \\ \text{gross square footage} \\ \text{of development within} \\ \text{the added height} \\ = \\ \text{land cost "savings"} \\ \text{to be used to fill} \\ \text{affordability gap} \end{array}$$

URBAN DESIGN

Objectives:

- o To achieve an aesthetically pleasing residential community.
 - o To capitalize on the unique qualities of Rincon Hill, specifically its sweeping views of the Bay, its proximity to downtown, and its relationship to the waterfront and Bay.
 - o To respect the natural topography of the hill and follow the policies already established in the Urban Design element which restrict height near the water and allow increased height on the top of hills.
 - o To preserve views of the Bay and the Bay Bridge which are among the most impressive in the region.
- o To maintain view corridors through the area by means of height and bulk controls which insure carefully spaced slender towers rather than bulky, massive buildings.
 - o To reduce the present industrial scale of the streets by creating a circulation network through the interior blocks, creating a street scale comparable to those in existing residential areas elsewhere in the city.
 - o To reduce the widths of Main, Spear, and Beale Streets to create additional developable area as well as new pedestrian space.
 - o To preserve the housing on Guy Place.
 - o To encourage a human scale streetscape with activities and design features at pedestrian eye level.



Policies:

Height and bulk controls are a primary means of meeting the design objectives. The controls should resolve potentially conflicting needs -- between creation of views within and from the area and protection of views through the area from other vantage points. Rincon Hill serves as a gateway to the city from the Bay Bridge. Development on the Hill will affect views from the Bridge and the freeways, and views of the Bridge from many places. While protection of these views is necessary, it is the panorama of the Bridge, the Bay and downtown from the Hill that makes it attractive as a housing site. It is not necessary or desirable for the entire Hill to be developed at very high densities or to great height, but there is a need for some special development opportunities to establish Rincon Hill as a residential district.

Accordingly, Rincon Hill should be divided into height districts which follow the design principles applied elsewhere in the city, with lower buildings along the freeways and the waterfront stepping up toward downtown and the hilltops.

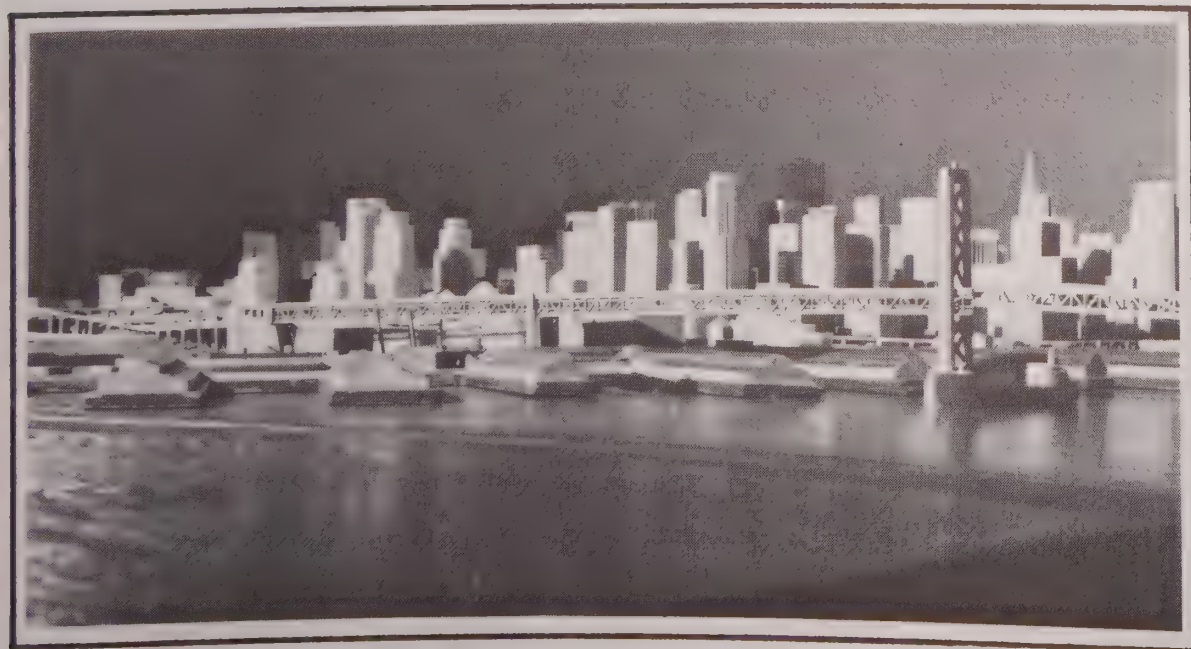
Bulk controls should be applied which make the tops of buildings slender, their silhouettes stepped and tapered.

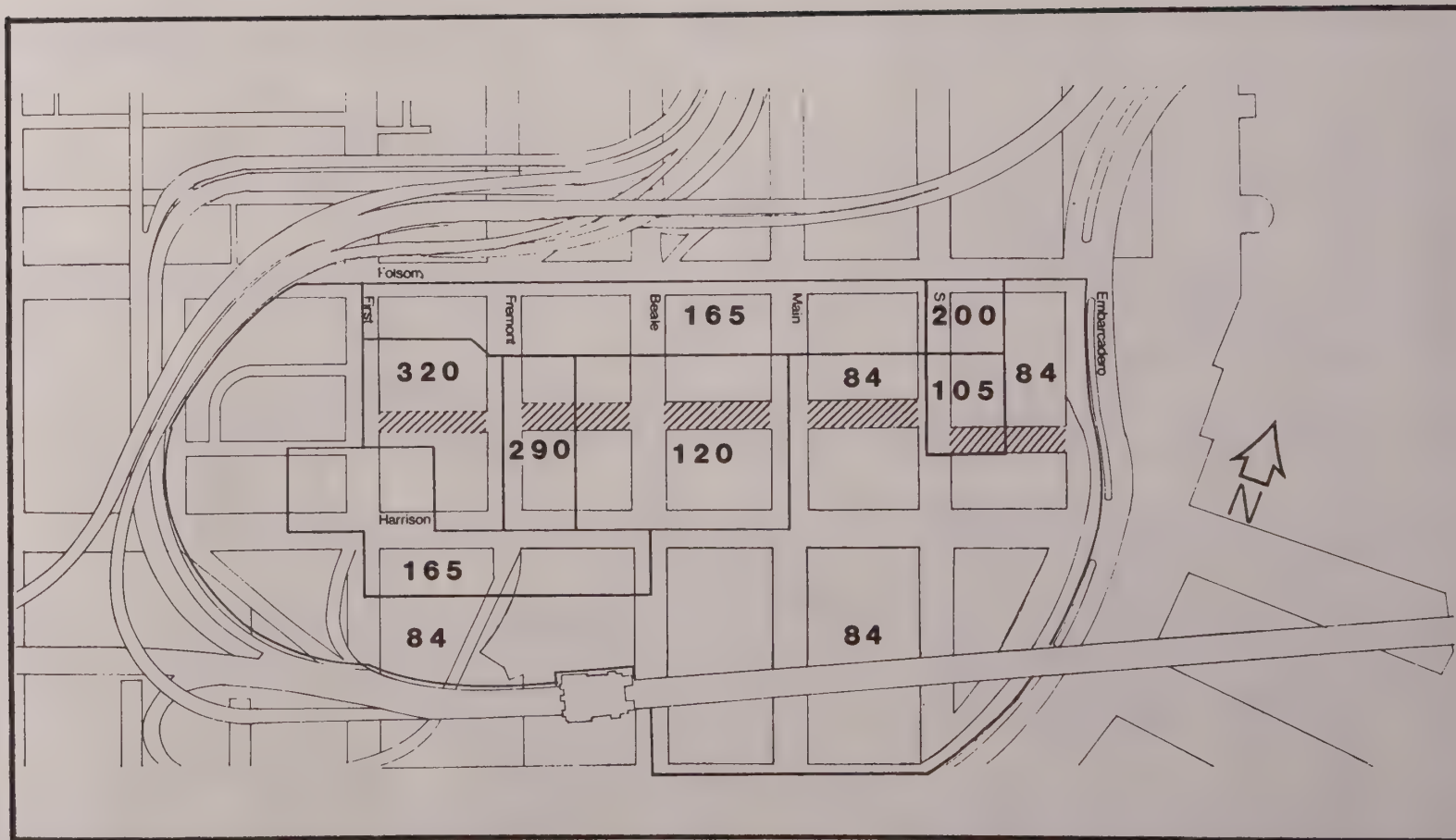
The height and bulk of specific development projects should conform to the following design policies:

- The highest towers should be clustered near the top of hill with heights stepping down as elevation decreases. The overall form should identify the hill as a distinctive geographic feature of the city.
- Heights of towers should be varied to avoid the visual benching created by a number of buildings whose tops are at the same elevation.

- Towers should be sited in a way that avoids excessive screening of downtown views from the bridge and minimizes shadowing of open space. Therefore, distances between towers in the same height district above 105' should not be less than approximately 150 feet.
- Structures near or adjacent to the Bay Bridge should clearly maintain, and where possible reinforce, the physical integrity of the Bridge's main span as seen from a distance.
- Structures approaching the Embarcadero should step down in height so as to acknowledge the meeting of land and water.

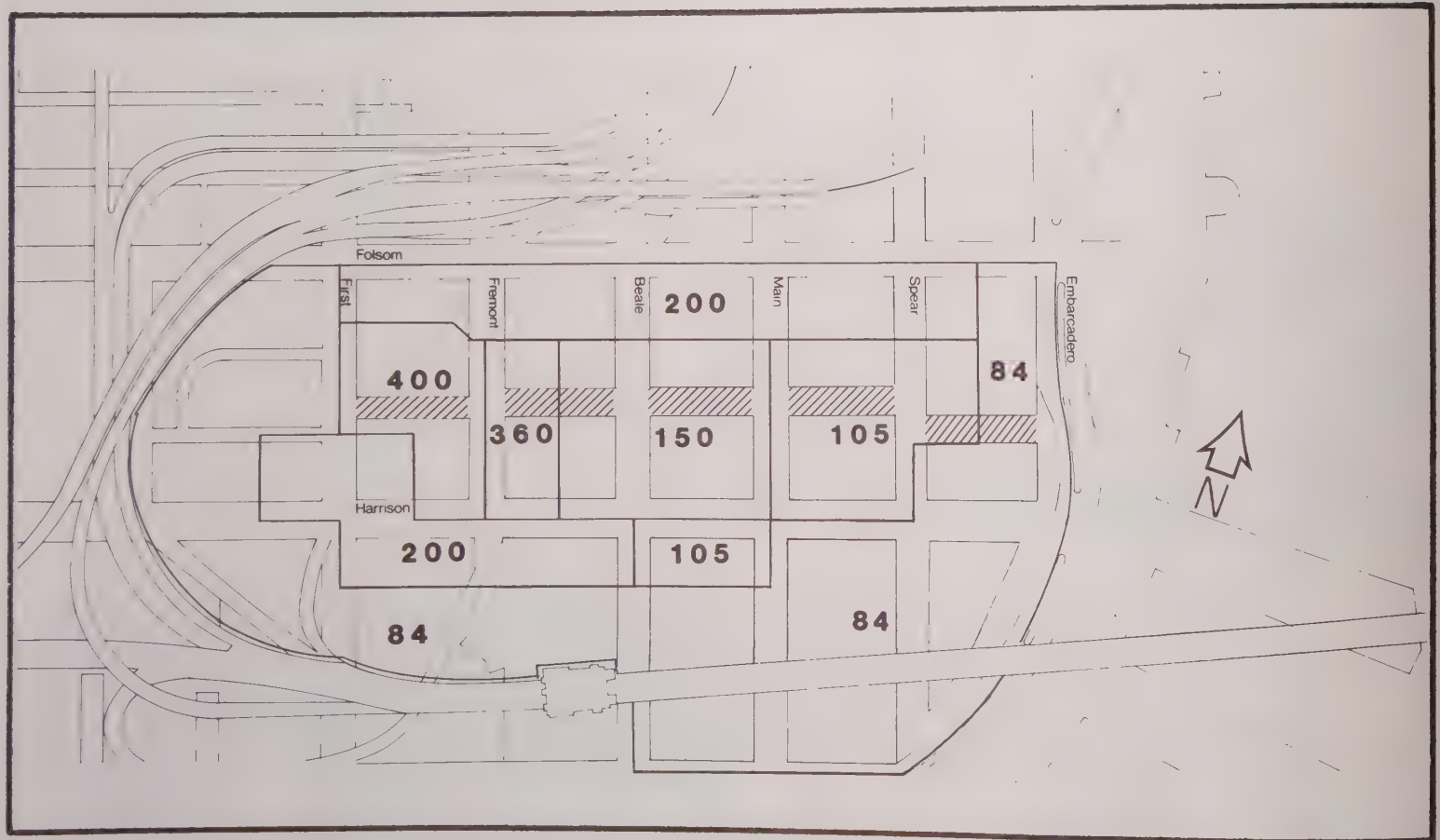
Building to the maximum height limits as shown on Map 8 should be permitted only if the increased development allowed results in greater affordability of the housing. The maximum height limits are 1/5 to 1/3 greater than the basic "as-of-right" height limit controls established for each height zone. (See Map 7.) Both of these height maps honor the urban design principles of the Plan.





MAP 7: AS-OF-RIGHT HEIGHT LIMITS

 PEDESTRIAN STREET (SEE MAP 9, PUBLICLY ACCESSIBLE OPEN SPACE OPPORTUNITIES)



MAP 8: MAXIMUM HEIGHT LIMITS

 PEDESTRIAN STREET (SEE MAP 9, PUBLICLY ACCESSIBLE OPEN SPACE OPPORTUNITIES)

Maximum heights are allowed only if a percentage of low and moderate income units are included in new residential development.

RECREATION AND OPEN SPACE

Objectives:

- o To develop facilities for passive and active recreation serving residents, employees, and visitors.
- o To link the area to the major public open spaces and to the waterfront promenade at the foot of the Hill.
- o To coordinate parks and pedestrian pathways with projects encompassed in the Northeastern Waterfront Plan and the South Beach -- Rincon Point Redevelopment Plan.
- o To create publicly accessible scenic overlooks and viewing areas.
- o To create an inviting and pleasant pedestrian corridor to the Financial District.

Policies:

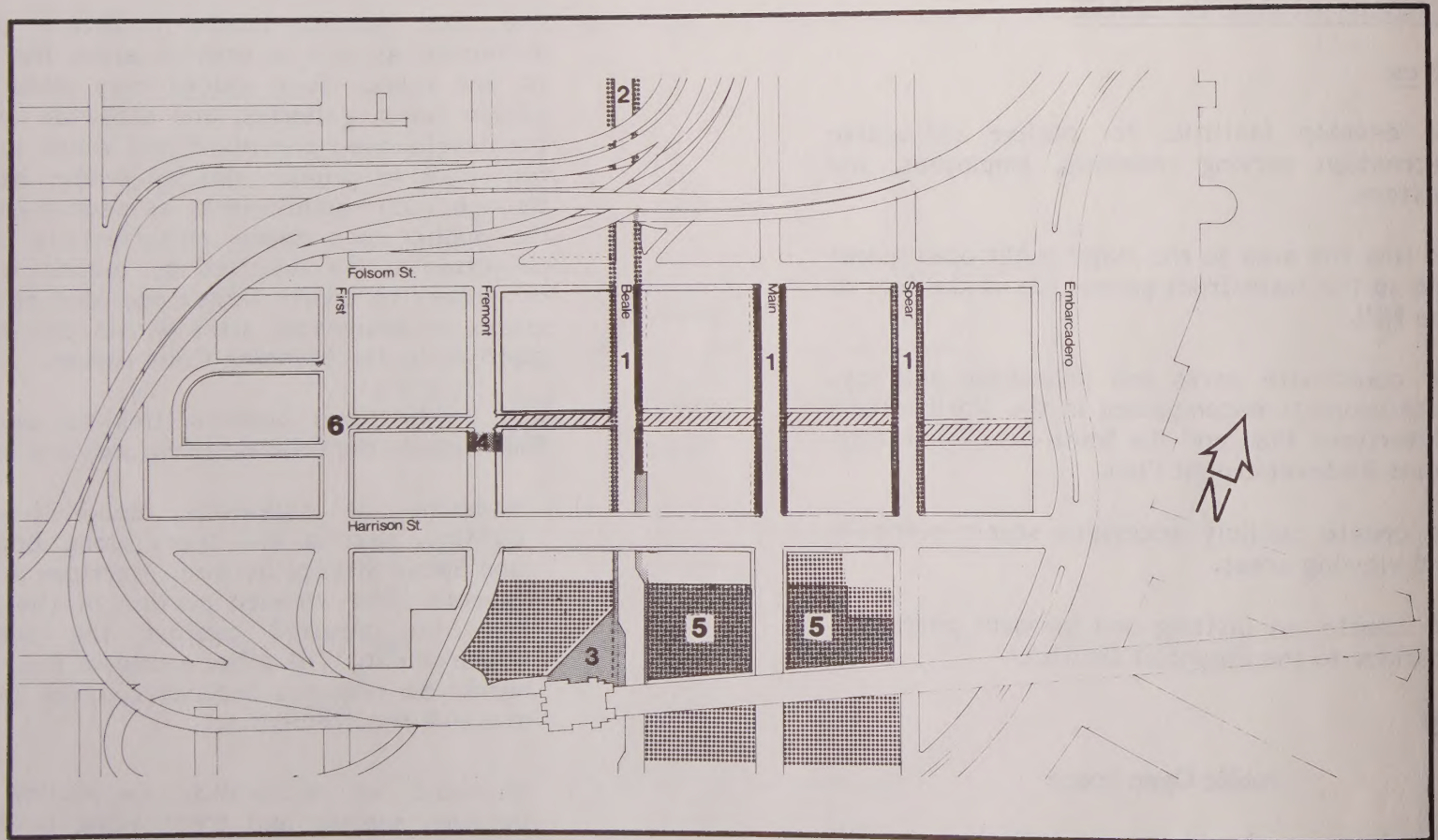
Public Open Space

Each development should provide publicly accessible open space on 20% of the site area. Pedestrian streets, sidewalk widening and reservations of open space are mandated in the Plan for Blocks 3744-3748. These requirements should count in meeting a portion of each development's public open space requirement provided the areas are beautified with lighting, decorative paving, seating and landscaping. In addition to these basic requirements on the designated blocks, public open space should be permitted to be provided in a variety of forms, on ground floor and within the nonresidential portions of development subject to review and approval by the City Planning Commission.

The open spaces should facilitate pedestrian movement as well as provide areas for people to sit and relax. Such spaces may include plazas, garden parks, galleries, and sidewalk arcades on the development parcel. If individual parcels are too small to provide quality public open space through such requirements as pedestrian streets, the public open space requirements should be permitted to be satisfied by joining with other developers to create larger enclosed recreational spaces on designated sites within the district, if approved by the Planning Commission.

Map 9 illustrates opportunities for open space. They include the following features and locations:

- 1) Widening of sidewalks, decorative paving, lighting, seating and trees along Beale, Main and Spear Streets between Harrison and Folsom Streets. The widened portion of the sidewalks may be credited against the open space requirement. The other sidewalk improvements would be required but not counted in meeting the 20% requirement.
- 2) Widening of sidewalks, decorative paving, lighting, seating and trees along Beale Street north of Rincon Hill to Howard Street, to provide a pleasant walk to and from the Financial District.
- 3) Creation of publicly accessible open space and a scenic overlook adjoining the Bay Bridge anchorage on Beale Street south of Harrison Street



MAP 9: PUBLICLY ACCESSIBLE OPEN SPACE OPPORTUNITIES

LEGEND:

- | | |
|---|--|
| 1. SIDEWALK WIDENING, STREET BEAUTIFICATION | 4. CREATION OF WIDE PEDESTRIAN OVERPASS |
| 2. SIDEWALK WIDENING, STREET BEAUTIFICATION, TO CREATE PEDESTRIAN CORRIDOR TO FINANCIAL DISTRICT. | 5. RECREATION FACILITIES ON ROOFTOPS |
| 3. PRESERVE OPEN SPACE AROUND BAY BRIDGE ANCHORAGE | 6. CREATION OF A PEDESTRIAN STREET NETWORK |

- 4) Creation of a wide pedestrian overpass over Fremont Street, linking the residential uses on either side of the street. The overpass could be as wide as 70 feet and developed as open space and could include minor low structures incidental to open space use.
- 5) Creation of recreation facilities on the roofs of intercept parking garages on Beale and Main Streets and on rooftops of development on Spear Street.
- 6) Creation of a pedestrian/open space circulation network through Assessors Blocks 3744-3748.

Private Residential Open Space

In addition to public open space, residential open space should also be provided in relation to a development's residential area at a ratio of one square foot per 13 square feet of residentially occupied space.

Most of the residential open space should be in common areas for the residents of the development; however, up to 40% could be private in that it is for the use only of the residents to which it is attached. Common residential open space may be in the form of inner courts, on-site recreational facilities, roof decks, patios, sun and view terraces or congregate solariums. Some of the public open space should be counted as residential common open space if provided on the ground floor in the form of an urban park, community garden or other open space conducive to residential activity.

CIRCULATION

Objectives:

- o To create safe and pleasant pedestrian networks within the Rincon Hill area, to downtown, and the Bay.
- o To reduce widths of selected streets to those which meet circulation needs and complement residential use.
- o To improve transit service to and from Rincon Hill.
- o To provide sufficient off street parking space for residents.
- o To encourage creation of intercept and joint use parking structures.
- o To reduce congestion at bridge ramps by improving loading patterns.

